

CHOICE-
Amontillado
Sherry
\$16.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail

ESTABLISHED 1845.

Fine Old
FRUITY-
PORT
\$17.00 per dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,695.

號二一二十年三零百九千一英

HONGKONG, WEDNESDAY, DECEMBER 2, 1903.

日四十月十年卯癸

PRICE, \$3.00 Per Month

Business Notices.

Removal

W. S. BAILEY & CO.,
No. 20, Connaught Road,
Central
(Opposite Douglas Wharf),
HONGKONG.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**
JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain H. D. Jones.
S.S. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. FATSHAN, 2,260 tons, Captain A. W. Dixon.
S.S. HANKOW, 3,073 tons, Captain C. V. Lloyd.
S.S. KINSHAN, 2,263 tons, Captain J. J. Lossius.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and at
5.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.
Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m.


Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.
**JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.**
Canton-Wuchow Line.
S.S. SAIKAM, 588 tons, Captain B. Branch.
S.S. NANNING, 568 tons, Captain C. Butchart.
S.S. TAK HING, 618 tons, Captain R. D. Thomas.
Departures from Canton and Wuchow about five times every week. Round trips
take about five days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.
Further particulars may be obtained at the Office of the
HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
Or of BUTTERFIELD AND SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

**NEW ZEALAND INSURANCE
COMPANY.**
FIRE AND MARINE.
ESTABLISHED 1859.
CAPITAL ... £1,000,000.
HAVING been appointed AGENTS for
the above Company we are prepared
to issue Policies of Insurance at Current
Rates.
REISS & CO.,
Agents.
Hongkong, November 4, 1903. 2243

**DR. WILSON,
DENTIST.**
LATEST AMERICAN METHODS.
REASONABLE PRICES.

DR. NEWELL WILSON,
31, QUEEN'S ROAD CENTRAL,
First Floor, WATKINS' BUILDING.
Hongkong, October 29, 1903. 2236

The Bovril Bottle
is familiar in the homes
of Britishers the world
over—in Great Britain
itself Bovril is looked
upon as the great national
"stand-by" in case of
failing strength. Bovril is
the very embodiment of
nourishment. It imparts
strength in a most effec-
tive manner, and is, at the
same time, extremely
palatable.



BOVRIL
To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

LEE CHEE WING & CO., 發
38 & 39, LEE YUEN STREET (WEST)
HONGKONG.
DEALERS IN
All Sorts of COFFEE, BEANS, STEEL
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
Ships, Engines and House Buildings.
Hongkong, May 29, 1904. 1227

**WILLIAM MACLEOD, D.D.S.,
DENTIST.**
11 & 12, BEACONFIELD ARCADE,
Hongkong, September 22, 1903. 1758

MADAME FILIT & CO.
LA MODE DE PARIS.
MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
Hongkong, September 18, 1903. 1904

NOTICE.
DEFERRING to the Advertisement
Underneath we have this Day Trans-
ferred our Business and Trademarks,
together with all Assets and Liabilities,
to the HOLLAND-CHINA HANDLES-
COMPAGNIE (Holland China Trading Co.)
which will collect and discharge all accounts
due to and owing by us.
HOTZ, SJACOB & CO.,
HOLLAND-CHINA SYNDICAAT.
Rotterdam, October 1, 1903.

WE HAVE THIS DAY Established at
Rotterdam, Hongkong, Shanghai
and Tientsin, taking over as going concerns
the Business and Trademarks together with
all Assets and Liabilities of Messrs HOTZ
& CO. and the HOLLAND-CHINA
CHINA SYNDICAAT LTD.
Messrs J. H. COLLIGNON, S. J. R.
DE MONCHY JR. and P. B. SJACOB
have been appointed General Managers,
and we have authorized Messrs G. BAK-
KER, C. BRUSSE, J. HUIJDEKOPPE,
W. KIEN and C. A. WEGELIN, to sign
the Company per Procuration.
HOLLAND-CHINA HANDLES-
COMPAGNIE.
(HOLLAND-CHINA TRADING COMPANY,
Rotterdam, October 1, 1903. 2287

**MRS CHEUNG,
HIGH-CLASS PHOTOGRAPHER.**
Developing and Printing (Zoo Amateur).
ENTRANCE TO A SPECIAL FAVORITE.
BRANCH Hongkong Hotel Corridor.
1507

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Daguer," "Damon," and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing
rings of Asbestos, Rubber and Woodite.
Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for covering Boilers, etc.
Bell's Asbestos Expansion Tape, Millboard, Insulations, and Ropes.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
to 4 gallons of oil.
Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packed, Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application.
BRADLEY & CO., Managers,
Hongkong.
Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

LANE, CRAWFORD & CO.

WINTER HOSIERY.
DRESS SHIRTS.
WHITE AND LAVENDER KID GLOVES.
DANCING PUMPS.
SILK SOCKS. SILK BRACES.

DRESS TIES and BOWS.
LANE, CRAWFORD & CO.
Hongkong, December 1, 1903.

Cutler, Palmer & Co.,
LONDON.
(Wine Shippers to China since 1816).
Have always Stocks of their well-known Brands with
SIEMSEN & CO. 1411
Hongkong, 15th July, 1901.

CHAMPAGNES
CHARLES HEIDSIECK
PURVEYOR TO HIS MAJESTY KING EDWARD
SIEMSEN & CO.,
SOLE AGENTS FOR CHINA AND JAPAN.
BLOOD PURIFIER

Is your blood pure? Is your skin pale and dry? Are you
thin and run down in flesh? Do you get tired easily? Have you
boils or eczema? Do you sleep well at night? Are you nervous?
Have you a good appetite?
These questions are asked for the purpose of setting you to
thinking whether you need a good blood purifier.

WATKINS' SARSAPARILLA COMP.
corrects all of the ailments suggested by the above questions. It
will build up your general health. It is the best blood purifier and
system tonic that we know of.

WATKINS LIMITED,
CHEMISTS AND DRUGGISTS,
WATKINS BUILDING, HONGKONG.
TELEPHONE 344.

ELECTRIC LIGHT
ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE
PRICES ALWAYS IN STOCK.
EDM. JOHANNSEN,
10, DES VOEUX ROAD CENTRAL.

PURE LINSEED OIL
Awarded Bronze Medal at the Paris
Exhibition, 1900.
Gold Medal at the Indian Industrial
Exhibition 1898, 1900 & 1901.
MANUFACTURED BY
THE GOURPORE CO. LD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address "LOXLEY," Hongkong.
Hongkong, July 22, 1903. 1519

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.
SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903. 98

Business Notices.

GREEN ISLAND CEMENT CO., LTD.
Portland Cement.

In casks of 375 lbs net, \$2.75 per cask, ex Factory.
In bags of 250 lbs net, \$2.85 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.
Glazed Stoneware, Drain Pipes and Fittings, Glass,
Paving Bricks and Tiles, Fire Bricks and Fire Clay;
FIRE CLAY WORKS—DEEP WATER BAY HONGKONG

For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS.

VICTORIA DISPENSARY.

Dakin's Aniseed and Licorice Cough Balsam
for
Coughs, Colds, Hoarseness, and Soreness of the
Chest—Price 50 cents and \$1.00.
CRUICKSHANK'S COUGH REMEDY,
A valuable remedy for Influenza, Colds, Bronchitis,
Asthma, and all Diseases of the Chest and
Lungs—Price \$1.00 per Bottle.

HONGKONG HOTEL.
A FIRST-CLASS HOTEL IN EVERY RESPECT.
WELL FURNISHED THROUGHOUT.
BEST QUALITY PROVISIONS AND LIQUORS.
EUROPEAN CHEF.
EVERY COMFORT FOR VISITORS. PRICES MODERATE. 2189

The Peak Hotel.
Admirably Situated—Sheltered from the North-East Monsoon and open to the
South-West Monsoon.
A COVERED GALLERY LEADS FROM THE TRAMWAY TERMINUS
Telephone No. 23.
89 Telegraphic Address—"PEACEFUL." Town Office, 7, DEWEE STREET.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Lunch Service for Guests.
For Terms, apply
THE MANAGER.

W. BREWER & CO.
CHRISTMAS AND NEW YEAR CARDS FOR THE HOME MARKS.
CHINESE RICE PAPER.—JAPANESE HAND-PAINTED.
Our selection of Cards suitable for Printing on, and in many Cases for adding a
Photograph, is also superior to any previous years.
REDUCED PRICES UNTIL FURTHER NOTICE.
Orders now being received for Newspapers and Periodicals, 1904, at Reduced
Rates.
ANNUAL VOLUMES—Diaries, Date Books, Calendars, &c., 1904.
A Book for the Globe-trotter, from Hongkong to Canton; with Maps and Illustrations,
by C. V. Lloyd.

**MAC LAREN'S
CANADIAN CHEESE**
In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.
Hongkong, May 6, 1903. 988

FAIRALL & CO.
HIGH-CLASS DRESSMAKERS, MILLINERS
AND DRAPERS.
ARE NOW SHOWING
Robes, Nets, and Trimmings of Sequin, in Black, Silver, and Colored.
Crepe de Chine and Mousseline Voiles (the latest for Ball
Gowns); Flowers in Garlands and Trails for Evening Wear.
A LARGE SELECTION OF BROCADED SILK SUITABLE FOR EVENING
CLOAKS AND COATS.
Hongkong, November 16, 1903. 1656

AQUARIUS COMPANY.
ALL THE AQUARIUS COMPANY'S WATERS ARE MADE
FROM PURE TREBLE DISTILLED WATER.
Telephone No. 75.
Caldbeck, Macgregor & Co.,
GENERAL MANAGERS.
Hongkong, November 24, 1903.

Intimations.
SITUATION WANTED.

By a Young German as SALESMAN,
who has a few years experience in
China, and a good knowledge of English,
and all kinds of Office Work.
Apply to
"L. N."
Care of "CHINA MAIL" Office.
Hongkong, December 1, 1903. 2413


VICTORIA REGATTA, 1903.
ENTRIES for the Forthcoming Regatta
CLOSE ON FRIDAY, the 4th Inst.,
at 7 P.M. SHARP.
Entries for the Light Gigs, Mon-of-War
Cutters, Gigs and Whalers will be Post
Entries.
HAROLD C. AUSTEN,
Acting Hon. Secretary, V.R.C.
Hongkong, December 1, 1903. 2422

NOTICE.
THE HONGKONG AND CHINA GAS
CO., beg to notify that, on and after
December 1st, Mr. KUNG HING of 387,
Des Voeux Road West, will be the Con-
tractor for the purchase of the Company's
Coke and Tar, and Orders for same should
be addressed to him.
GEORGE CURRY,
Local Secretary.
Hongkong, December 1, 1903. 2414

**GREAT EASTERN COMMERCIAL
TRADING COMPANY.**
WE hereby give Notice that Mr. H. K.
YOUNG has no further connection
with our Firm. Mr. EBRAHIM MOOTEE
has been appointed MANAGER and
PARTNER in our Firm from this Date.
JULIUS ATTLAS,
General Manager,
40, Des Voeux Road.
Hongkong, December 1, 1903. 2420

LOST.
ON or near KENNEDY ROAD, between
3 and 5 p.m. on SUNDAY, 28th
November, GOLD CHAIN BRACELET
with lock attached.
Finder will be suitably rewarded.
Apply to
"W."
Care of "CHINA MAIL" Office.
Hongkong, November 30, 1903. 2408

DANCING.
MRS DONALDSON (Daughter of Pro-
fessor H. P. WALLACE of Rosemount
Dancing Academy, Glasgow) has pleasure
in advertising a SECOND BEGINNERS'
CLASS to open in the CITY HALL,
shortly.
Practice twice weekly...Fee \$10 a month.
Pupils will please enroll at the Robinson
Piano Co., Ltd.
Hongkong, December 1, 1903. 2412

**THE POPULAR
SCOTCH
IS
"BLACK & WHITE"**

JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H. M. THE KING
and
HERALD the PRINCE OF WALES
Supplied at all the leading Clubs and
Hotels, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road
Central.

SOCIAL CONDITIONS IN CHICAGO.

Boys and Girls Sold into Slavery.

Chicago, Oct. 29.—The members of the City Council "graft committee" to-day probed so deep into corruption in the levee district that they stand appalled at the result. In the mass of evidence before the committee it is proved to the satisfaction of the members that criminal traffic in human beings exists with the knowledge and under the protection of the police. The investigators have before them a statement that young girls and boys are stolen, sold into slavery, stripped naked, and held prisoners in rooms until they have been led to lives of shame and crime. The evidence in hand is said to show that the evil is not confined to a few cases, but that it has been reduced to a business. The traffic, according to the information in the hands of the committee, has existed for years, and is hidden beneath the slime and corruption of the levee district so deeply that prosecution is difficult. Chairman Herron of the graft committee said to-day that this was only one of the various hideous conditions of the levee district that the committee is endeavoring to make public. In fact, the Altermen have gone so deep into the investigation that they feel certain of securing evidence that will send a number of people responsible for these conditions to Joliet penitentiary.

SULTAN OF JOHORE'S TYPISTS.

Miss Jackson and Miss Hande, who left Sydney and Melbourne respectively under engagement to the Sultan of Johore as typists, and who went no further than Singapore, are now in Perth, West Australia, where they have established themselves in business. In a press interview, Miss Jackson denies a good many of the stories told in connection with the sanction of her father and mother, but during the voyage they came to the conclusion that they were taking an unwise step, and decided to wash their hands of the affair. "When we reached Thursday Island," said Miss Jackson, "I wrote to my father, telling him everything I had heard, and expressing a determination to return immediately after arriving at Singapore. We were in some what of a dilemma, being bound by engagement, but the passengers, who assured us that we were not the kind of girls who should associate with the Johore party, promised to stick to us and see us safely through. In any case, we would have sought the protection of the authorities at Singapore, but my father anticipated us by cabling to them, and we were intensely relieved on finding that the latter had acted promptly and were our very kind friends when we got to port. We did not go further than Singapore. We stayed there until the first steamer left for Colombo. I must say, in justice to the Sultan, that he treated us generously, for it was provided in the agreement that if the climatic conditions of Johore did not agree with us he would send us back to Australia."

IMPORTANT TO SHIPMASTERS.

On the institution by the Board of Trade of an 'appeal' for seamen against the master's reports on their conduct and ability, the Merchant Service Guild have once more emphatically objected to such a step being taken, and their opinions are embodied in the following Resolution, which was forwarded to the Board of Trade on September 30 last:—"Resolved that we, the Merchant Service Guild, representing over ten thousand captains and officers of the Merchant Service, emphatically protest against the 'appeal' against a master's report on a seaman's conduct and ability which has been instituted by the Board of Trade. We regard it as a step of the most retrograde character, and calculated to have disastrous results as far as discipline and the master's authority on board ship are concerned. In order to avert this so far as possible, we exhort our members to arrive at their decisions on reports as to conduct and ability of seamen with, as hitherto, justice and consideration, and, having done so, to decline to alter such reports under any consideration whatever. We also advise that 'appeals' should not be answered by shipmasters, and that, if possible, no seaman seeking employment, and producing a certificate granted on appeal by a Mercantile Marine Superintendent, shall be engaged." The Board of Trade, in a reply just received, state that they are of opinion that such a resolution carries its own condemnation, and that the officers of the Mercantile Marine will decline to act upon the certificate. The Guild have sent a further communication to the Board, reiterating their objections, which they point out, are supported by a number of leading Shipowners' Societies.

Russian Reinforcements.

Says the "Asahi"—Twelve hundred marines and blue-jackets arrived at Port Arthur from the Baltic on Nov. 12, 2,000 Infantry from Nicolaefski will shortly set out for Moukden and other Manchurian cities. 15,000 Infantry, which left European Russia toward the end of September (Russian calendar), arrived at Nicolaefski a few days ago. One-half will proceed to Posingt Bay to take the place of two Regiments that are now marching to Port Arthur. The 26th Division and the 20th Regiment at Tientsin will shortly be sent to Liaoyang and Port Arthur. There are 3,000 men at Dairen, but these will be reinforced by 6,000 men shortly, and eight large barracks are now being built to accommodate these men.

THE CHINA LIGHT & POWER COMPANY, LIMITED.

ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND KOWLOON.

INCANDESCENT LAMPS, ARC LAMPS and NERNST LAMPS SUPPLIED.

ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

Apply to—SHEWAN, TOMES & CO., General Managers.

MELLIN'S FOOD

For INFANTS and INVALIDS.
Purely Vegetable and Untouched by Hand.
MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

Mellin's Food Works, Peckham, London, England.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

DINNEFORD'S MAGNESIA



A perfect complexion.

depends on the skin, which is conformed by

'DARTRING' 'LANOLINE'

No imitation can bear the 'Dartring'.

No imitation can be called 'Dartring'.

'DARTRING' TOILET 'LANOLINE'

in suitable tins.

'DARTRING' 'LANOLINE' TOILET SOAP.

LEA & PERRINS' SAUCE.

Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

LEA & PERRINS' SAUCE.

JOHN OAKLEY & SONS

EMERY GLASS BLACK CLOTH PAPER LEAD
WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" Mills, London.

TANG YUEN.

BOARDING ESTABLISHMENT.
Splendid View of Harbour.
No. 18, MACDONNELL ROAD.
Under European Management.
Apply at the House.

At FAIRALL & CO., Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 97

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the China Mail, have been reprinted, and may be obtained in Pamphlet Form. Price 1/-

CHINESE SCHOOL BOOKS

II.—Tain Tsa Man.
Translated into English
by Dr. E. J. EITEL.
Price: 40 Cents.
CHINA MAIL Office 6, Wyndham Street.



In the Eastern Climate a cigar that will burn freely, not leave an unpleasant taste, and not dry the mouth, is a necessity.

'THE YOUNG AMERICAN'

SUPPLIES THIS WANT.

They are guaranteed pure and Smoked all over the World.

CHINA MAIL Office 6, Wyndham Street.

Hotels.

THE WAVERLY HOTEL.

105 HOUSE STREET, HONGKONG.
A First-Class Private Family Hotel.

HANDSOMELY FURNISHED and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES by the DAY or MONTH. Hongkong, December 18, 1900. 2639

Pelham House, FAMILY HOTEL.

WYNDHAM STREET
M. MOORE, Proprietress.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK,
near the TRAM TERMINUS. TELEPHONE 56.
For Terms, Apply to the MANAGER. 741

Dentistry.

DENTISTRY.

SUI SANG.
Lately Practising with Dr. I. SARATA
DENTIST
Counsellor Road, near Blako Pier.
Hongkong, December 3, 1902. 628

S. I. S. T. N. G.

Surgeon Dentist,
No. 14, D'AGUIAR STREET.
TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 628

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.
With Woodcut.

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price \$1.00.

CHINA MAIL Office, 5 Wyndham Street, Hongkong.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to
PARTNERSHIP REGISTRATION AND
BANKRUPTCY LAWS IN
HONGKONG.
(Reprinted from the China Mail.)
For Sale at the China Mail Office,
Price 50 cents.

PRINTING

PRINTING

PRINTING

Artistic Printing

Done with Neatness and

Despatch

At Moderate Prices.

Programmes.

Company Reports.

Business Circulars.

Bills of Lading, etc.

Under European Supervision

China Mail Office

5 WYNDHAM STREET

HONGKONG.

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported
Albatross	despatch-ship	1700	—	3000	Comdr. O. de B. Brock	Yokohama
Albatross	despatch-ship, 1st class	12,950	16	13,500	Captain T. H. M. Jerran	Shanghai
Albatross	despatch-ship, 1st class	1060	6	1400	Commander R. Nugent	Shanghai
Albatross	despatch-ship, 1st class	11,000	16	13,500	Capt. Charles Wincham, O.V.O.	Hongkong
Albatross	despatch-ship, 1st class	900	12	800	Captain F. G. Stopford	Hongkong
Albatross	despatch-ship, 1st class	710	6	1300	Lieut.-Com. F. M. Leake	Hongkong
Albatross	despatch-ship, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Kobe
Albatross	despatch-ship, 1st class	12,000	14	21,000	Captain Henry M. Tudor	Hongkong
Albatross	despatch-ship, 1st class	6000	11	9000	Captain Robert H. S. Stokes	Hongkong
Albatross	despatch-ship, 1st class	1070	10	1400	Comdr. Ernest Barton	Hongkong
Albatross	despatch-ship, 1st class	360	4	5700	Comdr. P. V. Lawes, D.S.O.	Hongkong
Albatross	despatch-ship, 1st class	1580	12	3200	Captain W. A. Carter	Hongkong
Albatross	despatch-ship, 1st class	12,950	16	13,500	Lieut.-Com. H. L. Woll	Hongkong
Albatross	despatch-ship, 1st class	275	6	4000	Comdr. J. D. Daintree	Hongkong
Albatross	despatch-ship, 1st class	1640	8	800	Lieut.-Comdr. C. Assor	Hongkong
Albatross	despatch-ship, 1st class	280	6	3900	Lt.-Comdr. G. B. Powell	Hongkong
Albatross	despatch-ship, 1st class	14,100	—	31,300	Hon. N. G. Stopford	Hongkong
Albatross	despatch-ship, 1st class	980	10	1400	Comdr. C. W. M. Plenderleath	Hongkong
Albatross	despatch-ship, 1st class	12,950	16	13,500	Captain R. F. Foote, C.M.G.	Hongkong
Albatross	despatch-ship, 1st class	350	6	6300	Lt.-Com. G. G. Codrington	Hongkong
Albatross	despatch-ship, 1st class	1015	6	1400	Commander W. H. Nicholson	Hongkong
Albatross	despatch-ship, 1st class	835	6	600	Captain Morris H. Smyth	Hongkong
Albatross	despatch-ship, 1st class	980	10	1400	Com. D. St. A. Wake	Hongkong
Albatross	despatch-ship, 1st class	85	2	240	Lt.-Com. John P. Irwin	Hongkong
Albatross	despatch-ship, 1st class	980	6	1400	Comdr. T. Jackson	Hongkong
Albatross	despatch-ship, 1st class	85	2	240	Lieut.-Com. Murray Lockhart	Hongkong
Albatross	despatch-ship, 1st class	3600	8	9000	Capt. C. H. H. Moore	Hongkong
Albatross	despatch-ship, 1st class	2	2	240	Lt.-Comdr. Davidson	Hongkong
Albatross	despatch-ship, 1st class	358	6	6300	Fleet Reserve	Hongkong
Albatross	despatch-ship, 1st class	260	6	6300	Captain Lewis Bayly	Hongkong
Albatross	despatch-ship, 1st class	6000	11	9000	Comdr. R. V. Y. Dugmore	Hongkong
Albatross	despatch-ship, 1st class	4500	8	—	Capt. J. A. C. Wilkinson	Hongkong
Albatross	despatch-ship, 1st class	180	2	900	Lieut. Forbes	Hongkong
Albatross	despatch-ship, 1st class	3400	8	9000	Capt. Leslie Stuart, C.M.G.	Hongkong
Albatross	despatch-ship, 1st class	363	3	200	Comdr. S. St. John Farquhar	Hongkong
Albatross	despatch-ship, 1st class	12,950	16	13,500	Lieut.-Comdr. A. B. Barker	Hongkong
Albatross	despatch-ship, 1st class	980	10	1400	Lt.-Comdr. Ernest C. Hardy	Hongkong
Albatross	despatch-ship, 1st class	355	6	6300	In Reserve	Hongkong
Albatross	despatch-ship, 1st class	620	6	5800	Lieut.-Com. Hugh Somerville	Hongkong
Albatross	despatch-ship, 1st class	380	2	550	Lieut.-Com. Wason	Hongkong
Albatross	despatch-ship, 1st class	150	2	550		Hongkong
Albatross	despatch-ship, 1st class	150	2	550		Hongkong

* Flag of Admiral Sir Cyril A. G. Bridge, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Gruenboeren	Kinutcheon
Acheron	French gunboat	1796	—	—	Captain Laferriere	Shanghai
Alouette	French gunboat	300	—	—	Lieut. A. Yarnoy	Shanghai
Argus	French gunboat	475	3	450	Capt. Crespin	Shanghai
Aspie	French gunboat	580	—	—	Commander Journot	Shanghai
Avancee	French gunboat	580	—	—	Lieut. Heron	Shanghai
Bengali	French gunboat	2740	29	9000	Capt. Lafere	Shanghai
Bugeaud	French gunboat	620	18	—	Captain V. Poidlons	Shanghai
Chateaufort	French gunboat	620	—	—	Commander Louet	Shanghai
Cometo	French gunboat	620	—	—	Commander Guthrie	Shanghai
Decidee	French gunboat	1250	6	2200	Capt. Le Gollou	Shanghai
Kessant	French gunboat	470	—	—	Capt. Bécue	Shanghai
Lion	French gunboat	9700	12	19,600	Captain Bonifoy	Shanghai
Montcalm	French gunboat	4015	27	8500	Capt. Hurst	Shanghai
Oly	French gunboat	9437	8	6071	Captain Soube	Shanghai
Pascal	French gunboat	1706	10	—	Capt. Vincent	Shanghai
Redoubtable	French gunboat	623	2	900	Captain Thomas	Shanghai
Suzanne	French gunboat	—	—	—	Lieut. Gaillard	Shanghai
Surprise	French gunboat	—	—	—	Captain Blondel	Shanghai
Takou	French gunboat	—	—	—	Lieut. Carol	Shanghai
Vautour	French gunboat	400	4	441	Comdr. Villeneuve	Shanghai
Vigilant	French gunboat	—	—	—	Comdr. Huss	Kobe
Viper	French gunboat	1857	15	2900	Captain Friedrich	Amoy
Bussard	German cruiser	11,000	36	14,000	Comdr. Wuthmann	Shanghai
Fürst Bismarck	German cruiser	1775	15	—	Capt. van Semmern	Yokohama
Geier	German cruiser	6000	34	10,000	Capt. Ingenohl	Nagasaki
Hansa	German cruiser	6000	37	10,000	Comdr. Commander Platen	Hongkong
Hertha	German cruiser	1000	10	1300	Comdr. Willbrandt	Kobe
Ilis	German cruiser	850	10	—	Comdr. Kroencke	Amoy
Jaguar	German gunboat	1529	15	2800	Comdr. Fesper	Hankow
Lochs	German gunboat	1640	15	2800	Comdr. Hoffmann	Nanking
Möwe	German cruiser	900	10	1300	Comdr. Schrader	Pechow
Seecider	German gunboat	—	—	—	Lieut.-Comdr. von Weise	Shanghai
Tiger	German gunboat	—	—	—	Captain Dick	Shanghai
Vorwarts	German cruiser	—	—	—	Capt. Castiglia Francesco	Singapore
Thetis	German cruiser	2442	19	4420	Captain Armona	Shanghai
Calabria	Italian cruiser	2427	34	12,000	Captain Zeri	Shanghai
Piemonte	Italian cruiser	4500	21	6820	Capt. F. J. Barboza Leal	Shanghai
Veneto	Italian cruiser	—	—	—	Comdr. Diogo do Sa	Macao
Dia	Portuguese gunboat	750	—	—	Capt. P. J. Barboza Leal	Macao
Zaire	Portuguese gunboat	600	—	—	Comdr. Grunier	Vladivostok
Alouet	Russian gunboat	610	6	730	Comdr. Grametshikoff	Port Arthur
Anaur	Russian gunboat	2800	5	4700	Capt. Reitzenschein	Kobe
Askold	Russian gunboat	4900	27	—	Comdr. Erjeckovitch	Port Arthur
Bayarin	Russian gunboat	1050	8	1150	Comdr. Grunier	Port Arthur
Bobr	Russian gunboat	6640	12	—	Comdr. Grunier	Port Arthur
Bogaty	Russian gunboat	6131	6	—	Comdr. Grunier	Port Arthur
Diana	Russian gunboat	500	4	3000	Comdr. Yagorice	Port Arthur
Gaidamak	Russian gunboat	1490	6	2000	Comdr. Zouharusky	Shanghai
Gromobol	Russian gunboat	12,364	44	14,500	Capt. Grunier	Shanghai
Gulnik	Russian gunboat	1090	6	1000	Comdr. Shumoff	Shanghai
Korvet	Russian gunboat	1313	7	1600	Comdr. Novokovsky	Nanking
Mandjour	Russian gunboat	1430	8	2000	Comdr. Commander Muraviev	Shanghai
Orviny	Russian gunboat	6731	12	—	Comdr. Yasiloff	Port Arthur
Pallada	Russian cruiser	12,674	15	14,500	Captain Koroleff	Port Arthur
Peresvit	Russian battleship	10,980	16	10,600	Captain Jakovlev	Nagasaki
Troparevsk	Russian battleship	12,674	15	14,500	Capt. Zatsarskij	Port Arthur
Pobeda	Russian battleship	10,980	16	10,600	Captain Osereff	Port Arthur
Poltava	Russian battleship	1334	10	1786	Comdr. Liven	Kronchuan
Rasboyn	Russian cruiser	12,002	16	16,000	Captain Seperlinoff	Port Arthur
Retvizan	Russian cruiser	12,000	16	17,000	Capt. Marusevich	Vladivostok
Rosla	Russian protected cruiser	10,923	26	13,250	Capt. Serbenichnikoff	Maseang
Rurik	Russian protected cruiser	10,980	16	10,600	Lieut. Comdr. Ivanoff	Nagasaki
Sevastopol	Russian battleship	1050	8	1120	Comdr. Stanton	Port Arthur
Silvotch	Russian gunboat	6500	27	20,000	Capt. Bahr	Port Arthur
Varyag	Russian gunboat	500	9	3300	Capt. Zagoriansky-Klass	Port Arthur
Vedrik	Russian gunboat	1230	15	1134	Comdr. Abramoff	Port Arthur
Zabiyka	Russian cruiser	—	—	—	Capt. J. H. Rodgers	Nagasaki
Albany	U. S. cruiser	3500	—	—	Lieut. E. A. Anderson	Hongkong
Calico	U. S. cruiser	235	—	—	Capt. H. E. Mason	Chesee
Cincinnati	U. S. gunboat	3213	—	1600	Captain Denfield	Manila
Don Juan de Austria	U. S. gunboat	1150	—	—	Lt.-Comdr. J. Hood	Shanghai
Elcano	U. S. gunboat	540	—	—	Comdr. Stanton	Shanghai
Helena	U. S. gunboat	1395	8	1988	Captain R. M. Berry	Kobe
Kentucky	U. S. flagship	11,500	41	10,000	Captain Mahan	Shanghai
Monadnock	U. S. monitor	8390	6	3000	Comdr. Denfield	Tokyo
Monoway	U. S. monitor	1370	6	850	Comdr. V. H. Beehler	Hongkong
Monterey	U. S. monitor	4084	4	5244	Comdr. Blockings	Nagasaki
New Orleans	U. S. cruiser	3137	20	—	Captain Burwell	Kobe
Oregon	U. S. cruiser	10,248	45	—	Captain Nazo	Shanghai
Raleigh	U. S. cruiser	3213	18	1118	Comdr. Marshall	Shanghai
Vicksburg	U. S. cruiser	1000	18	1118	Lieut. L. C. Bertolotto	Shanghai
Villalobos	U. S. gunboat	400	—	—	Comdr. C. M. Harris	Shanghai
Winnington	U. S. gunboat	1397	8	1894	—	—

(ABLE ADDRESS: "ACHEE," HONGKONG.
S. B. G. 0032. 4TH EDITION)

ESTABLISHED 1859.

ACHEE & CO

祥利廣

Temporary Store,

1st Floor,
12, QUEEN'S ROAD.

(above Messrs H. Price & Co.)

**Furniture
Dealers.**

**DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED,
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.**

**WM. POWELL,
LIMITED.**

**Drapers and
Dressmakers.**

**Grand
Xmas
Bazaar**

NOW OPEN.

**Toys!
Dolls!**

ONE Thousand

**Gifts for Young and
Old.**

A Fine Selection of

High Class

Fancy

Leather

Goods

for four illustrated list



AYALA & CO'S

**Extra Quality,
Extra Dry,**

CHAMPAGNE

**\$52.00 per Case Bottles.
\$55.00 per Case Bottles.**

SOLE AGENTS

Hongkong and the Philippines.

H. PRICE & CO.,

WINE MERCHANTS.

12, Queen's Road Central.

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Performance of Chattr's New Indian Circus.

Miscellaneous.

Goods per Ceylon not cleared at 4 p.m. on this date subject to rent.

General Memoranda.

Friday, December 4—

9 a.m.—Military Practice.

9 p.m.—Performance at City Hall.

Goods per Ceylon undelivered after 4 p.m. date will on this be landed.

SATURDAY, December 5—

2.30 p.m.—Auction of a Fine and Valuable Collection of Used and Unused Postage Stamps, &c., at Messrs Hughes & Hough's Sales Rooms.

2.30 p.m.—Auction of a Quantity of Waxed Tweeds in Full Length, &c., at Mr Geo. Lammer's Sales Rooms.

MONDAY, December 7—

3 p.m.—Auction of Crown Lands at the Public Works Department's Offices.

TUESDAY, December 8—

Noon—Meeting of Shareholders of The China Traders' Insurance Co., Ltd., at the Head Office.

WEDNESDAY, December 9—

Goods per Siam undelivered after this date at Noon will be subject to rent and landing charges.

FRIDAY, December 11—

9 p.m.—A. D. C. Performance at the City Hall.



**A. S. WATSON & CO.,
LIMITED.**

Established A.D. 1841.

WINE & SPIRIT MERCHANTS.

PORTS

**OF THE FINEST QUALITY AND
VINTAGE, SPECIALLY SELECTED.**

**B.—OLD VINTAGE,
SUPERIOR QUALITY,
RED CAPSULE.....\$16.00 \$1.40**

**C.—FINE OLD VINTAGE,
SUPERIOR QUALITY,
BLACK CAPSULE.....20.00 1.70**

**D.—VERY FINE
OLD VINTAGE,
EXTRA SUPERIOR
(OLD BOTTLED),
VIOLET CAPSULE 27.00 2.25**

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs GEO. G. SANDEMAN, SONS & CO., of London and Oporto, and are of the highest class—

OLD TAWNY.....24.00 2.00

INVALID.....24.00 2.00

ESTRELLA.....30.00 2.50

VERY OLD TAWNY.....50.00 4.25

OLDEST and FINEST.....60.00 5.00

A. S. WATSON & Co., Limited.

HONGKONG DISPENSARY,

November 28, 1903

DEATH.

At Butterworth, Province Wellesley, on November 17, Charles Percival, infant son of Mr and Mrs C. P. ADAMSON, aged 24 days.

The publication of this issue commenced at 5.10 p.m.

The China Mail.

HONGKONG, WEDNESDAY, DECEMBER 2, 1903.

THE news cabled to us from London on Friday last, announcing the departure for Hongkong of Mr Perry, Chairman of the Rand Labour Association, on a mission connected with the proposed importation of Chinese labour into South Africa, is fraught with more than passing interest to this Colony. For a considerable time now the industrial expansion party, if we may so designate those stakeholders in the Transvaal who realise that profitable development of virgin territory cannot be carried out with high-priced white labour, have been exercising all their ingenuity and expending all their energies in the direction of having the introduction of alien labour legalised. Apparently they have excellent reasons for concluding that their efforts will shortly be crowned with success, for it is on the strength of the belief that the Cape Parliament will shortly give effect to their legislative creations, that Mr Perry is undertaking his present important tour. It is important in more ways than one. Important to South Africa and important to Hongkong, and to us because it is almost certain that all business connected with the emigration from China will be conducted from this port. The fact of Hongkong being a British colony and being the best situated port in South China makes it the most suitable for the work that will have to be done. It offers excellent facilities, and affords protection against the frightful abuses and inhuman cruelties which characterised the exportation of coolies to South America some fifteen years ago. In addition to that, incalculable benefits will accrue from the fact that the operations will be the means of creating a commercial connection with South Africa, and that is the main thing that all here should strive to foster. It will make for the continued importance and prosperity of the Colony.

In South Africa, as is natural, there is considerable opposition to the importation of coolies, and the question has been the means of making the economic situation particularly acute. The tradesman objects because he believes that the Chinaman will not spend his money as freely as the native does; the miner fears him as a skilled rival in the labour market; the Boer foresees that an efficient supply of foreign labour would mean a great expansion of industry and a consequent influx of Europeans. To enforce these arguments, meetings have been held throughout the length and breadth of the land, and to counteract them telegrams frequently appear in the London papers, obviously inspired by the mine-owners, complaining of the difficulty of working the mines and asserting that unless the insufficient cheap native labour is augmented by imported cheap alien labour the industry must be conducted on a small and unprofitable scale, or be closed altogether. In South Africa, the owners do not say much, apparently being satisfied that the pressure of circumstances and not arguments will give them the Chinese labour they desire. How necessary such labour is has been pointed out by Mr H. Ross Skinner, the representative of the Witwatersrand Labour Association, who visited China early in the year to study the question, in his report—excerpts of which have, from time to time, appeared in the newspapers. He points out the value of Chinese in opening up new country and doing developmental work which white men do not care to undertake, and in support gives instances of the great good they have done in that direction in Canada and California. With such arguments the mine managers are convinced that they will be able to bring the powers that be to their side, and feel assured that Lord Milner must come to their support, and that the Government must take the lead in the settlement of this important question.

According to the extracts from Mr Skinner's report, he evidently went fully into the question whilst here, and whilst never losing sight of the serious undertaking it is to ship into a country a large number of people of an alien race

whose idea of civilization and manner of living are entirely at variance with that existing in the land they are being taken to, he is convinced that coolies will not be a source of harm if properly legislated for. He urges that they should be taken to South Africa under indenture, and after being kept there in special compounds for three years, be returned to their homes if they so desire. He also urges that all sorts of precautions should be taken to make the lot of the men comfortable and happy—that they should have Chinese doctors and Chinese foods, that they should be kept as a community by themselves, that they should have plenty of tobacco (no opium), and other small comforts for which the coolie has a particular fondness. If that is done, Mr Skinner believes that coolie labour would be an acquisition in the Rand mines, and feels that no difficulty would be experienced in obtaining from China all that was wanted for all future purposes. The recommendations he makes are of course based on the performance of the conditions mentioned, and his conclusions are: That the better class of Chinese coolie will be suitable to supplement the Kafir labour supply in the gold mines; that sufficient Chinese labour can be obtained to fulfil the present and immediate future requirements of the Rand; that if the reports to China from the first Chinese labourers are favourable it would only be a matter of months before the labour supply from China would begin to affect very appreciably the production of the gold fields. There is one thing, from what we can see from the limited extracts from his report, that Mr Skinner has not reckoned with and that is the opposition of the Chinese Government to the scheme. It has been said over and over again that the Chinese Government will step in and prevent labourers leaving the Empire for South Africa, but, as that has been threatened in other cases before and never carried out, there is a chance that it will not be done now. Of course, if opposition is made by the Government, that will settle the question once and for all, and unless Indian labourers are secured the mines of the Rand will have to work out their destiny under present conditions. Then it will be seen whether the mine-owners or the anti-alien party were right with regard to what was best for the development of South Africa.

whose idea of civilization and manner of living are entirely at variance with that existing in the land they are being taken to, he is convinced that coolies will not be a source of harm if properly legislated for. He urges that they should be taken to South Africa under indenture, and after being kept there in special compounds for three years, be returned to their homes if they so desire. He also urges that all sorts of precautions should be taken to make the lot of the men comfortable and happy—that they should have Chinese doctors and Chinese foods, that they should be kept as a community by themselves, that they should have plenty of tobacco (no opium), and other small comforts for which the coolie has a particular fondness. If that is done, Mr Skinner believes that coolie labour would be an acquisition in the Rand mines, and feels that no difficulty would be experienced in obtaining from China all that was wanted for all future purposes. The recommendations he makes are of course based on the performance of the conditions mentioned, and his conclusions are: That the better class of Chinese coolie will be suitable to supplement the Kafir labour supply in the gold mines; that sufficient Chinese labour can be obtained to fulfil the present and immediate future requirements of the Rand; that if the reports to China from the first Chinese labourers are favourable it would only be a matter of months before the labour supply from China would begin to affect very appreciably the production of the gold fields. There is one thing, from what we can see from the limited extracts from his report, that Mr Skinner has not reckoned with and that is the opposition of the Chinese Government to the scheme. It has been said over and over again that the Chinese Government will step in and prevent labourers leaving the Empire for South Africa, but, as that has been threatened in other cases before and never carried out, there is a chance that it will not be done now. Of course, if opposition is made by the Government, that will settle the question once and for all, and unless Indian labourers are secured the mines of the Rand will have to work out their destiny under present conditions. Then it will be seen whether the mine-owners or the anti-alien party were right with regard to what was best for the development of South Africa.

LOCAL AND GENERAL.

In Grateful Recognition.
Captain Ueberfeldt, Officers and crew of the ill-fated German steamer *Arcturion* desire to express their deep gratitude for the kindness shown to them by Captain Pearson and Officers of the C. N. S. S. *Changchow*, who rescued them and took them to Amoy.

His Last Sentence.
Among the good stories told of the late Lord Russell of Killowen by his biographer is the following:—A prisoner was addressing the court in his defence. Russell did not at one point quite catch what the man said. 'What was your last sentence,' he asked. 'Six months, my lord,' was the answer.

Bacteria.
A nurse of one of the French hospitals, reports the *Lancet*, has just tried a new way of committing suicide—viz., by swallowing two tubes of Eberth's pure culture of the typhoid bacillus. On the third day she had a headache, but no fever. Several rose spots were visible on the eighth day. The short duration of the period of incubation is explained by the large quantity of bacilli introduced at one time. It proved to be a very severe attack of typhoid, but apparently was not fatal.

Hockey.
The 93rd Burma Regiment defeated H.M.S. *Amphitrite* in a hockey match yesterday afternoon at Happy Valley by five goals to nil. The game was hotly contested, but the combination of the winners proved too much for the oval team. The teams were as follows:—*Amphitrite*: Davis, goal; Wabab and Rice, backs; Roe, Twigg, and de Paris, halves; Bashford, Elliot, Preston, Gabbett, and Irwin, forwards. 93rd Burma: Malik Singh, goal; Jugath Singh and Mian Singh, backs; Hari Singh, Lieut. Morgan and Mohamed Abdul, halves; Khan Bax, Chatter Singh, Indar Singh, Lieut. Simpson and Sham Singh, forwards.

Sick Babies in Summer.
IT is during the warm months of summer that mothers have to be most careful of their little ones, and at the first unusual looseness of their bowels should give the little sufferer a dose of Chamberlain's Colic and Diarrhoea Remedy. This Remedy has been in constant use for over thirty-five years, and is without question the best and safest remedy in use to-day for Diarrhoea and all Bowel Complaints. A bottle should be kept in every house for such emergencies. Get it to-day; it will save trouble later on. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

A cab strike was threatened in London on the 14th ult.

The German Mail of the 29th October was delivered in London on the 28th Nov.

The trip of Dowie and his 4,000 faithful Zionists to New York cost nearly \$200,000 (gold).

It is officially declared at Salonika that 15,000 Bulgarians have been killed in European Turkey since 16th April last.

The Philippines Tariff Committee will receive \$10 gold for each day they sit to consider the revision of the tariff.

Sir Francis Lovell proposes to make another Far Eastern tour in search of funds for the London School of Tropical Medicine.

Dr Mayo has won the billiard tournament cup in the Manila Club, beating Mr H. D. Andrews. Mr Holden won the sweepstakes.

Dr G. F. Pentecost, the evangelist, thinks the Philippines better than Japan. He advocates the importation of 100,000 Chinese coolies to solve the labour problem.

The Dowager Worried.
The Empress Dowager, hears the *Universal Gazette*, is now indisposed. She is suffering from headache and sleeplessness. It is believed that she worries herself too much over the Manchurian question and other matters. She still continues going to Court, to avoid any criticism by the people.

Football.
To-morrow afternoon, at Happy Valley, the Hongkong Football Club will play R. A. T. A. F. C. Kick-off at half-past four. The following will play for the Club:—F. H. Kew, goal; W. G. Worcester and V. F. August, backs; H. C. Gray, J. M. Forrester and A. N. Oher, halves; H. A. Brent, C. R. S. Edgar, R. Hancock, J. Richardson, and J. D. Danby, forwards.

Matrimonial.
The engagement of Mr Zangwill, the Jewish author, to Miss Edith Ayrton, daughter of Professor Ayrton, the distinguished electrician, is mentioned in the *Teller*. Mrs Ayrton, herself an eminent scientific writer on the electric arc, is, says the *Teller*, the Jewess on whom George Eliot is reported to have modelled Mrs in 'Daniel Deronda.' Miss Ayrton has written stories in the *Windsor Gazette*, *Lippincott's* and other publications.

Lord Kitchener's Leg Broken.
A Calcutta telegram dated 17th ult. says:—Lord Kitchener met with a serious riding accident at Simla on Sunday night, resulting in a broken leg. He was riding alone through the tunnel on the Hindustan-Tibet road, going to his house in Malabar, when the horse slipped at some cooties in the tunnel, jamming Lord Kitchener's leg against the wall and breaking the leg above the ankle. He was brought back to Simla, and the injuries were attended to. Lord Kitchener is doing well; but his tour arrangements are all cancelled, and it is not expected that he will be able to travel before Christmas.

Western Knowledge in Demand.
The Tientsin correspondent of the *N. O. Daily News* writes:—The desire to acquire English, and Western knowledge in general, appears to be on the increase. One village is said to be ready to devote its temple land—about 40 mow—to the maintenance of a school for teaching Western knowledge, and to have the school under supervision of the Protestant mission. Other villages were mentioned in which the gentry were said to be of the same mind; such schools to be directed by the missionaries and with no expense to the mission society, though they had no temple land to devote to its sustenance. These are some of the indications that a new spirit is taking hold of the hearts of the people. They are rapidly getting ahead of the old fogies in Peking.

A Big Explosion.
A Portland (Oregon) telegram dated 28th October says:—The unusual spectacle of the explosion of sixty tons of dynamite in three blasts of twenty tons each was seen at Dagby Hole on the Columbia River about twenty miles above Astoria to-day. The blasts, which were fired simultaneously, were prepared and exploded by the Northwestern Construction Company for the purpose of securing rock for the construction of the jetty at the mouth of the Columbia River. The face of the bluff for hundreds of feet was torn away with a shock which shook the earth for miles around. It is estimated that 100,000 tons of rock were dislodged by the explosion. So great was the force of the explosion that the tracks of the Astoria and Columbia River Railroad which run near the quarries were torn from their fastenings and the roadbed covered with a mass of granite which will take at least twenty-four hours to remove, and traffic on that section of the road will be delayed for a somewhat longer period.

Children when Teething.
HAYE more or less diarrhoea, which cannot be checked effectually, as the cause cannot be removed, but the diarrhoea can and should be controlled by giving Chamberlain's Colic and Diarrhoea Remedy, and an occasional dose of castor oil to cleanse the system.

During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any looseness of the bowels is noticed, Chamberlain's Colic and Diarrhoea Remedy should be given. Get a bottle to-day; it may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Contaminated Milk.

The prevalence of enteric fever in Colombo is attributed to contaminated milk supplied from native dairies. The standardisation of the milk is advocated by the medical faculty.

Hon. F. A. Cooper.

The Hon. A. F. Cooper, C.M.G., Director of Public Works, Ceylon, who was to have returned to duty from leave of absence next month, has been granted an extension of leave to next March.

Fear of Lightning.

'If I stole the buckets I would be struck by lightning!' said a wild-looking Chinaman to Mr T. Sercombe Smith at the Magistrate's this morning, when asked what he had to say to a charge of stealing two buckets. 'Accused further said he was dying, and in support of his allegation commenced to strip. 'We are not concerned with the state of your health,' said Mr Smith; 'Tell us how you came by the buckets.' Evidence was given that accused was found with the two buckets in his possession and he was sent to gaol for fifteen days.

An Expensive Rope.

'I bought the rope seven or eight years ago,' said Chan Ping when charged at the Magistrate's this morning before Mr T. Sercombe Smith with being in possession of ninety-five pounds of Manila hemp rope, valued at about \$32, without giving a reasonable account as to how he came by it. Accused went on to say that he paid \$18 for it, and that he bought it in the Central district. He forgot where the shop was, and lost the bill in a typhoon. Even this explanation did not satisfy the Magistrate, as the rope looked more like one seven months old than one seven years old, so a fine of \$100 was imposed on accused.

Union Church Literary Club.

To-morrow night, in the Lecture hall of the Union Church, there will be a debate on the 'Fiscal Policy of Great Britain,' when the following resolution and amendment will be moved. Resolution.—'That this meeting, believing that the changes which have taken place during the last 50 years in the conditions under which British trade has been carried on, necessitate the reconsideration of the Fiscal system which we as a nation have adopted during that period, welcome the enquiry which has been instituted by the Home Government with a view to securing for Great Britain Fiscal freedom in her negotiations and commercial relations with foreign countries.' Amendment.—'That Free trade is the only practical economic policy for Great Britain.'

The chair will be taken at 9 o'clock promptly by J. Dyce Ball, Esq., M.R.A.S., and in view of the interest attaching to this subject at the moment, the debate will be open to the Public, who are invited to take part in the discussion.

Further Russian Occupation.

The *Sin Wan Pao* is informed that on the 15th about three or four hundred Russian troops left Tienchang for Hainan where they met a band of 'Bluebeards' who had surrendered themselves to the Chinese. These Bluebeards opposed the Russians and during the fight, a dozen of the latter were killed. Finally the 'Bluebeards' were forced to retreat and the Russians entered and occupied Hainan. The telegraph office is still in the hands of the Chinese, through whom the Russian commandant reported the victory and occupation to the higher authorities in Manchuria the next day. When General Hu Shi-shih was informed of the occupation of Hainan by the Russians, he at once marched to Kowuch to prevent the eight battalions of troops to prevent the Russians from advancing any further, but had to give way to them when the Russians approached the spot, as his troops were found to be insufficient to cope with them.

Death of N.Y.K. Officer.

The *Kobe Chronicle* of the 26th November says:—The death took place on the evening of 22nd inst. of Mr A. Metcalfe, Chief Officer of the N.Y.K. steamer *Sado-maru*. Mr Metcalfe died on board the *Hokuriku-maru* the evening before that vessel arrived at Nagasaki, at which port he was to join the N.Y.K. new Australian liner *Nikko-maru* as Chief Officer. Death was sudden and quite unexpected, and is supposed to have been due to heart failure. When last seen on board Mr Metcalfe, who was only forty-two years of age, was in his usual robust health apparently, but was found later quite dead in his cabin, where he had lain down on a settee. Mr Metcalfe had been for ten years in the service of the Nippon Yusen Kaisha. He was a well-known and respected officer, and his death at such an early age will be regretted with great surprise by his many friends both in and out of the service. Mr Metcalfe leaves a young wife in England, to whom he has only been married for two years.

Children when Teething.

HAYE more or less diarrhoea, which cannot be checked effectually, as the cause cannot be removed, but the diarrhoea can and should be controlled by giving Chamberlain's Colic and Diarrhoea Remedy, and an occasional dose of castor oil to cleanse the system.

During the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as any looseness of the bowels is noticed, Chamberlain's Colic and Diarrhoea Remedy should be given. Get a bottle to-day; it may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

The Cape General Elections.

The elections for the Cape Legislative Council at present indicate that the Afriander Bond have a majority.

The New Commodore.

Commodore Dicken, who succeeds Commodore Robinson in the post at Hongkong, will leave England, accompanied by Mrs Dicken, by the *P. and O.* mail in Christmas week. He will take up the duties at Hongkong early in February next, when Commodore Robinson's term will have expired.

Cruelty to Animals.

Li King was taking a load of bullocks from a ship, and instead of using the proper slings, that are necessary to prevent the animals from suffering undue pain while being lifted in the air, simply along two ropes round the bullocks when lifting them from the ship. At the Magistrate's this morning Mr T. Sercombe Smith imposed a fine of \$40 on the offender.

A Heavy Penalty.

Two European stowaways appeared before Mr T. Sercombe Smith at the Magistrate's to-day charged with taking a passage on the *Lightning* without first paying their fare. The Chief Officer said both men reported themselves to him about an hour and a half after the boat left Singapore. His Worship imposed a fine of \$100, in default two months' imprisonment, on each.

Heavy Fines for Opium.

Ng Ting Hoi, a doctor, in Sai Kung of Sun On, evidently did a large trade in illicit opium, for a recent raid disclosed the fact that 46 tacks of loose opium, and 16 tacks of opium dross were on his premises. He appeared at the Magistrate's to-day, before Mr T. Sercombe Smith, who imposed a fine of \$300, in default three months' imprisonment.—Chan Fat, for having two tacks of prepared opium in his possession without a valid certificate, was fined \$50, or six weeks' gaol.—Tung See, a widow, was found with two tacks and seven mace of prepared opium and one tack seven mace of opium dross in his possession without a certificate, and had to pay a fine of \$72, or go to gaol for two months.

H.M.S. 'Powerful.'

The cruiser *Powerful* is ordered to take relief crews to China, and it is estimated that on the voyage out and back she will burn 14,000 tons of coal, remarks the *Naval and Military Record*. If she carries 1,400 men—and she is hardly expected to carry more—this works out at 10 tons of coal per head for the return voyage. This is certainly cheaper than sending the men out by freight ship, while it gives the ship and the men some beneficial exercise. The fact, however, that none of our greatest cruisers can go to China and back with a less consumption than 14,000 tons of coal shows in microcosm how enormously the naval coal bill is expanding, and the question must sooner or later be faced whether or not we cannot reduce the account. Any engineer can design machinery that will use up 2 lbs. of coal per horse-power per hour. The genius, however, who can move a ship at 22 or 23 knots on a consumption of 1 lb. has not yet made his appearance.

The 'Hymn of Praise.'

We are informed by the Hon. Secretary of the St. John's Cathedral Choir, that on Tuesday, the 15th December, Mendelssohn's 'Hymn of Praise' will be given in the Cathedral by the choir, assisted by many voices and by the orchestra of the Philharmonic Society. Over a hundred ladies and gentlemen are taking part, and as we understand the Cantata has been rehearsed for two or three months, lovers of music may look forward to a treat. The 'Hymn of Praise' (Lobgesang), which forms the subject of the year of the annual Choral Festival at the Cathedral, has been produced in Hongkong before. It opens with a long symphony for orchestra alone, and many of the numbers are well known, notably the Soprano duet and chorus 'I waited for the Lord.' The recital will be under the direction of Mr A. G. Ward, assisted by Mr George Grimble, the conductor of the Hongkong Philharmonic Society. A collection will be taken for the benefit of the Cathedral Choir Fund.

The New Commander-in-Chief.

We notice that the names of Major-General Villiers Hutton, C.B., Mrs Villiers Hutton, and Lieut. Ward, A.D

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

*STASATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LANTANE; BLACK SEA and Baltic Ports; North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. *Arcturion*, Capt. Fohet, 15th December, 1903. Freight.

FOR NEW YORK, VIA SUEZ.

S.S. *Nahlin*, Capt. Von Horn, About end of December.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. *Nürnberg*, Capt. Jannig, 29th December, 1903. Freight.

FOR HAVRE AND HAMBURG.

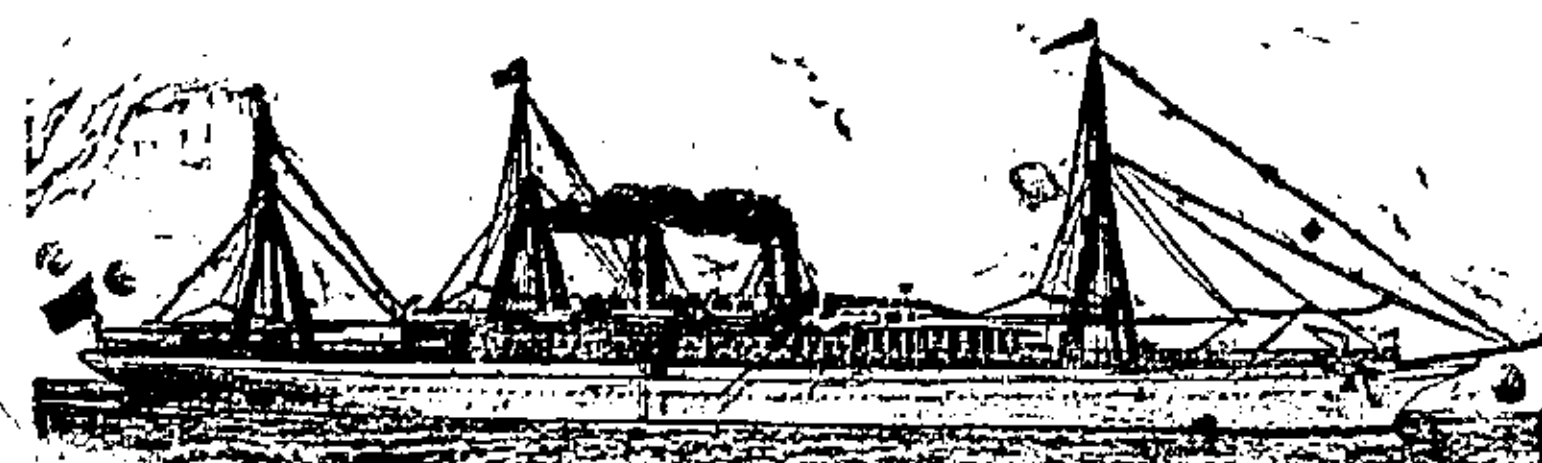
CALLING AT SINGAPORE AND COLOMBO.

S.S. *Ambrun*, Capt. Duckstein, 5th January, 1904. Freight.

For further particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.

1664

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Empress Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, Dec. 16, 1903.
R.M.S. EMPRESS OF CHINA	6000 Tons	Wednesday, Jan. 13, 1904.
R.M.S. EMPRESS OF INDIA	6000 Tons	Wednesday, Feb. 10, 1904.
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, Mar. 9, 1904.
R.M.S. EMPRESS OF CHINA	6000 Tons	Wednesday, Apr. 30, 1904.
R.M.S. EMPRESS OF INDIA	6000 Tons	Wednesday, May 27, 1904.
R.M.S. EMPRESS OF JAPAN	6000 Tons	Wednesday, Jun. 24, 1904.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
1112
FEDDER STREET,
HONGKONG, October 21, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
INDRASAMHA	5197	W. E. Craven	December 14, 1903
INDRAVELLI	4899	R. P. Craven	January 14, 1904
INDRAPURA	4899	A. E. Hollingsworth	February 13, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, November 16, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Steamers	Destinations	Sailing Dates
SANUKI MARU, W. Townsend	Kobe and Yokohama	Friday, 4th Dec., at Daylight.
KUMANO MARU, E. W. Haswell	Sydney and Melbourne, via Manila, Thursday Island, Townsville and Brisbane	Friday, 4th Dec., at 4 p.m.
KAWACHI MARU, H. Fraser	Marseilles, London and Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday, 12th Dec., at Daylight.
TOSA MARU, A. Christensen	Victoria, B.C. and Seattle, U.S.A., via Shanghai, Moji, Kobe and Yokohama	Tuesday, 15th Dec., at 4 p.m.
NAKATA MARU, E. L. Sommer	Kobe and Yokohama	Friday, 18th Dec., at Daylight.
KAGOSHIMA MARU, K. Kori	Moji, Kobe and Yokohama	Friday, 25th Dec., at Noon.
BINGO MARU, F. Davies	Marseilles, London and Antwerp, via Singapore, Penang, Colombo and Port Said	Saturday, 26th Dec., at Daylight.
HIROSHIMA MARU, J. Nagao	Bombay, via Singapore and Colombo	Tuesday, 29th Dec., at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, December 2, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	DARDANUS	5th December.
GLASGOW AND LIVERPOOL	YANETSE	12th December.
GLASGOW AND LIVERPOOL	TYDEUS	19th December.
GLASGOW AND LIVERPOOL	NEGOR	26th December.
GLASGOW AND LIVERPOOL	KREMON	1st January.
GLASGOW AND LIVERPOOL	KREMON	8th January.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	HYSON	8th December.
LIVERPOOL	ACHILLES	24th December.
MARSEILLES, LONDON & ANTWERP	FROMTHUR	22nd December.
MARSEILLES, LONDON & ANTWERP	DARDANUS	5th January.
MARSEILLES, LONDON & ANTWERP	YANETSE	12th January.
LIVERPOOL	DIONE	22nd January.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via N'KI, KOBE & YOKOHAMA	TYDEUS	1st January.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, November 27, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	KAIPOK	3rd December.
SINGAPORE, SAMARANG AND SOURABAYA	SHANTUNG	4th December.
ILOILO AND CEBU	NANCHANG	5th December.
KOBE	CHINGTU	10th December.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, December 1, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID
NAPLES, GENA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LANTANE, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
AND SOUTH AMERICAN PORTS.STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND
PASSENGERS AND LOGGAGE.N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	Sailing Dates.
PRINZ HEINRICH	Wednesday, 9th Dec. 1903.
KONIG ALBERT	Wednesday, 23rd Dec. 1903.
KIAUSCHOU	Wednesday, 6th Jan. 1904.
BAYERN	Wednesday, 20th Jan. 1904.
SACHSEN	Wednesday, 2nd Feb. 1904.
GERA	Wednesday, 17th Feb. 1904.
SEYDLITZ	Wednesday, 2nd Mar. 1904.
PREUSSEN	Wednesday, 16th Mar. 1904.
ROON	Wednesday, 30th Mar. 1904.

* Steamers of the Hamburg-Amerika Linie.
ON WEDNESDAY, the 9th day of December, 1903, at Noon, the Steamship
PRINZ HEINRICH, of the Norddeutscher Lloyd, Captain E. HEINZ, with
MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port, as above,
Calling at Naples and Genoa.

Shipping Orders will be granted till Noon, on Monday, the 7th December, Cargo
and Specie will be received on Board until 5 p.m., on Tuesday, the 8th December,
and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 8th
December.

Contents of Packages are required. No Parcel Receipts will be signed for less than
\$2.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamers have splendid accommodation and carries a Doctor and Stewardses.
Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to
Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO.
BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
TACOMA	2812	M. Ridley	December 15.
VICTORIA	3502	J. Truebridge	December 19.
TRENTON	9006	T. W. Garlick	December 21.
LYRA	4417	J. V. William	January 21.
OLYMPIA	2817	A. Dixon	February 12.
SHAWMUT	9006	W. M. Smith	February 20.

* Have no second class accommodation. † Cargo only. ‡ Not calling at Shanghai.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT..... 9006 tons (Capt. W. M. Smith)..... About 28th January.
S.S. TREMONT..... 9006 tons (Capt. T. W. Garlick)..... About 9th March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.
Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, Apply to

Doddwell & Co., Limited.
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, November 30, 1903.

1734

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named —	FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	(S.S.) GOLDSMITH, R.N.R.	About 4th December.	Freight and Passage.
LONDON, &c.	(S.S.) W. B. PALMER	See Special Advertisement.
LONDON & ANTWERP, via	(S.S.) B. H. W. SNOW	About 11th December.	Freight and Passage.
YAMA, via SHAI, MOJI &	(S.S.) E. P. MARTIN, R.N.R.	About 14th December.	Freight and Passage.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, November 28, 1903.

26

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships.
—Electric Light—Perfect Cuisine—Surgeon and
Stewardses carried.—All the most up-to-date arrange-
ments for comfort of Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
PERLA	1980	A. H. Nottley	Hollo & Cebu	Dec. 4, at 4 p.m.
ZAFIRO	2540	R. Rodger	Manila Direct	Dec. 5, at 10 a.m.
RUBI	2540	R. W. Almond	Manila Direct	Dec. 12, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, November 30, 1903.

2245

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY.	AYPING MARU, J. Goro	FRIDAY, 4th December.
TAMSUI, VIA SWATOW AND AMOY.	DAIJIN MARU, T. Ogata	SATURDAY, 6th December.
TAMSUI, VIA SWATOW AND AMOY.	DAIGO MARU, T. W. Groves	THURSDAY, 10th December.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, November 30, 1903.

257

TOYO KISEN KAISHA

REGULAR SERVICE BETWEEN HONGKONG
AND MANILA IN 48 HOURS.

THE Company's well-known Steamship
ROSETTA MARU, 3880 Tons,
Captain H. S. SMITH, will be despatched for
MANILA on SATURDAY, the 6th
December, at 11 a.m.

To be followed by the ROHILLA MARU
on the 11th December.

Magnificent Accommodation. Comfortable
Speed. Electric Light. Doctor and
Stewardses carried.

For Freight or Passage, apply at the
Company's Office, 3 Queen's Buildings, 1st
House Street.

K. NAKASHIMA,
Manager.

Hongkong, December 2, 1903.

2285

FOR CHEMULPO, DALNY AND PORT
ARTHUR.

THE Steamship PRONTO,
Captain GRANDT, will be despatched for
the above Ports on TUESDAY, the 8th
December, at 5 p.m.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, November 30, 1903.

2408

REGULAR
STEAMSHIP SERVICE TO NEW
YORK

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	TO SAIL
ORONO	About Dec. 8.
LOWTHER CASTLE	Dec. 15.
SIRK	Dec. 24.
SAGAMI	Jan. 5.
LENNOX	Jan. 15.
AFRIDI	Jan. 27.

For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, November 17, 1903.

110

GLEN LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship GLENROY,
Captain F. SELBY, will be despatched as
above on WEDNESDAY, the 19th Decem-
ber, 1903.

For Freight, apply to
McGREGOR BROS. & GOW,
Hongkong, November 18, 1903.

Hongkong, November 18, 1903.

233

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin, and
Queensland Ports, and taking through
Cargo to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship EASTERN,
Captain W. ELIZ, will be despatched for
the above Ports on WEDNESDAY, the
16th December, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating
Chamber which ensures the supply of Fresh
Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardses and a duly-qualified Sur-
geon are carried.

N.B.—To assure the additional comfort
of passengers the steamers of the Company
have electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, November 23, 1903.

2384

Shipping.

THE AMERICAN ASTORIA
STEAMSHIP CO.STEAMSHIP SERVICE FOR NEW
YORK, VIA THE SUEZ CANAL.

THE Steamship HERMISTON,
Captain W. T. BAIN, will be despatched
for the above Ports on THURSDAY,
the 3rd December.

To be followed by the Steamship
MIMERA, Captain LOCKHART, on or
about MONDAY, 21st December.

For Freight, &c., apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, December 2, 1903. 2348

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW.
THE Company's Steamship
HAILONG,
Captain EVANS, will be despatched for
the above Port on THURSDAY, the 3rd
Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.
Hongkong, December 1, 1903. 2411

GLEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.
THE Steamship GLENSHIEL,
Capt. J. McILLIVRAY, will be despatched
as above on THURSDAY, the 3rd Decem-
ber, 1903.

For Freight or Passage, apply to
McGREGOR BROS. & GOW,
Hongkong, November 13, 1903. 2235

NIPPON YUSEN KAISHA.

FOR MANILA.
THE Co's Steamship KUMANO MARU,
4,187 Tons, Captain E. W. HASWELL, will
be despatched for the above Port on
FRIDAY, the 4th December, at 4 p.m.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior accommodation
and with all modern fittings and improve-
ments for the safety and comfort of Pas-
sengers. Electric Light and Refrigerator;
Doctor and Stewardses carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.

Hongkong, November 27, 1903.

2279

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, MEDITERRANEAN PORTS, PLYMOUTH AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.

THE Steamship OHUSAN, Captain W.
B. PAXER, carrying His Majesty's
Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 5th
December, at Noon, taking Passengers and
Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)
will be transhipped at Colombo into a
steamer proceeding direct to Marseilles and
London; other cargo for London, &c., will
be conveyed via Bombay.

Passage will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, November 23, 1903.

ADVERTISEMENTS.

THE Attention of

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "Lightning" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense. Cargo remaining on board after 4 p.m. on the 4th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited.

Consignees of Cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside; such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, December 1, 1903. 2121

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S
STEAMER "CEYLON".

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Shanghai Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 p.m. on the 27th inst.

Goods not cleared by the 27th December, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within three days of the steamer's arrival here, after which date they will not be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, November 28, 1903. 2389

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship "Palamotta", having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon Tomorrow, the 1st December, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,
General Managers.

Hongkong, November 30, 1903. 2408

MR. W. C. JACK.

Member of the Institute of Naval Architects.
Late Assistant Manager at Kowloon Dock.

Has the Honour to inform the public that he has this day commenced business as CONSULTING ENGINEER and SURVEYOR in Hongkong.

Hongkong, 1st March, 1903.

E. C. WILKS & CO.

AGENTS for the Construction and Sale of Ships, Marine Engineers, Naval Architects and Surveyors.
Collisions and Damages Surveyed for Insurance Companies.
Ship's Designs and Specifications prepared.

Telegraphic Address: MARINEWORK, HONGKONG.

Cables used A. I. and A. B. C. 4th and 5th Editions.

Hongkong, March 24, 1903. 648

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the "CHINA MAIL".

Price Fifty Cents.

To be had at the "China Mail Office" 5 Wyndham Street.

THE FIRST CHINESE NEWSPAPER EVER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

每日字華

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

99 per Annum delivered in Hongkong. \$12.50 to all other ports.

6 WYNDHAM STREET, HONGKONG.

Orders cooked by Manager, "CHINA MAIL", Hongkong, China and Manila.

INSURANCES.

SALAMANDER FIRE INSURANCE COMPANY.

THE undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at Current Rates.

HOLLAND CHINA TRADING CO.
Hongkong, November 28, 1903. 738

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,687,500 0 0

Fire Funds £2,867,215 14 10

HAVING been appointed AGENTS of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, June 20, 1903. 1537

Intimations.

MINERAL ASSAYS & ANALYSES.

THE YANKEE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to assay work of all descriptions. Quantitative Analysis, in its various branches, for Mines and others.

Mines as well as Minerals of Economic value purchased and consultations arranged by appointment.

Terms moderate.

Address: THE LABORATORY,
49, Sheehuen Road.

Cable Address, "YANGGEZE," Shanghai.

5th October 1901. 726

CARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition.

Liberal Standard Code.

TELEPHONE, 232.

Hongkong, March 14, 1903. 563

MARTIN'S APOLLO STEEL PILES.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

As a remedy for all kinds of piles, Martin's Apollo Steel Piles are the only ones that can be used in the most difficult cases. They are made of the finest steel and are of a shape which enables them to be driven into the ground with the least resistance. They are also of a size which enables them to be used in the most difficult cases. They are also of a size which enables them to be used in the most difficult cases.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000

RESERVE FUND.....\$10,000,000

Sterling Reserve, \$10,000,000

Silver Reserve.....6,000,000

RESERVE LIABILITY OF PROPHETIONS.....\$10,000,000

COURT OF DIRECTORS:—

A. J. RAYMOND, Esq., Chairman.

H. K. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. DICKSON, Esq., N. A. Sles, Esq.

E. Goetz, Esq., H. W. Slade, Esq.

C. Michell, Esq., E. S. Wheeler, Esq.

H. Schubart, Esq., C. A. Tomes, Esq.

E. Shillim, Esq., J. R. M. SMITH, Esq.

Manager:—

Hongkong, J. R. M. SMITH, Esq.

Shanghai, J. R. M. SMITH, Esq.

London, J. R. M. SMITH, Esq.

Banking Co., Ltd.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2 1/2 per cent per annum.

" 6 " 3 " " "

" 12 " 4 " " "

J. R. M. SMITH, Chief Manager.

Hongkong, October 2, 1903. 365

